

**CPSC MEETING LOG**  
**MODEL ROCKET CARS PETITION, HP 01-02**

CPSC/DEC 18  
CPSA 6 (b)(7) Cleared  
No. of Products Identified: 2  
Exempted by: [Signature]  
Firms Notified: [Signature]  
Comments Reviewed: [Signature]

**Meeting Between:** CPSC staff and Barry Tunick, President, Centuri Corporation

**Date of Meeting:** December 13, 2001

**Meeting Site:** CPSC Headquarters, East-West Towers, Bethesda, MD

**Log Entry By:** Terry Karels, Project Manager, EC, (301) 504-0962 x 1320

**Participants:** Barry Tunick, President, Centuri Corporation  
David Schmeltzer, consultant to Centuri Corp.  
Dennis Wilson, Assistant to Commissioner Gall  
Jacquie Elder, EXHR  
Sue Ahmed, EP  
Mary Ann Danello, HS  
Hugh McLaurin, ES  
Warren Prunella, EC  
Bob Ochsman, ESHF  
Russ Roegner, EPHA  
Patty Pollitzer, GC  
Terry Karels, EC  
Scott Heh, EXHR  
Jason Goldsmith, HS  
Sharon White, HF  
Robin Ingle, EHHA  
Troy Whitfield, ESME

**Summary:**

The meeting was requested by the petitioner. Mr. Schmeltzer asked where the project was in terms of completion, and what was remaining procedurally. Ms. Pollitzer said that Office of the General Counsel was preparing a **Federal Register** notice to reflect the Commission's vote to begin rulemaking to exempt the small "Blurzz" rocket cars from the FHSA and that the Notice of Proposed Rulemaking would involve a 75 day comment period. Mr. Wilson added that the FR notice would also include a letter of denial for the larger "Screamin" Eagle car.

Mr. Tunick commented that, in his reading of the staff's briefing package, there were 2 issues of concern to the staff:

- 1) Adequacy of instructions.

Mr. Tunick stated that his firm had hired Dr. Carol Pollock-Nelson to consult with Centuri to address the adequacy of the instructions. He provided HF staff with Dr. Nelson's first draft of revisions to the instructions, and stated that she would be available to consult with HF staff on any further areas of concern. He stated that the products will not be introduced until all staff comments are incorporated in the instructions.

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2) Whether the Blurzz car can become airborne.

Mr. Tunick stated that Centuri had conducted about 500 to 600 tests of the untethered Blurzz car, and that none became airborne. He offered to provide the staff with videotapes of these tests.

Mr. Tunick volunteered to retain an independent testing laboratory to determine the likelihood and potential of the Blurzz to become airborne.